10-3-B-4 - EQUIPMENT: Locos.
Utah Ry. #2 (old S. U. #102).

10-3-B-4 - EQUIPMENT: Locos.
Utah Ry. #2 (old S. U. #102).

10-3-B-4
10 - EQUIPMENT - Locomotives - Utah Ry. #2
(Old S. U. No. 102)

UTAH RAILWAY COMPANY

Salt Lake City, Utah,
September 9, 1939.

A.F.E. No. 834 Eq.

Mr. G. S. Anderson, Pres. & Gen'l Manager,
Utah Railway Company, Salt Lake City, Utah.

Mr. R. J. Vaughan, Superintendent,
Utah Railway Company, Martin, Utah.

Mr. C. E. Beveridge, Division Engineer,
Utah Railway Company, Martin, Utah.

Dear Sirs:

We are enclosing herewith, for your files, one copy of A.F.E. No. 834 Eq., covering the physical retirement and demolishment of Locomotive No. 2 at Martin, Utah.

Yours very truly,

S. A. McCurdy

Secretary

JES:DC
Encl.

Form ~~U R 64~~ 12-6-27—2M

UTAH RAILWAY COMPANY

A. F. E. NO. 834-Eq

AUTHORITY FOR EXPENDITURE

Authority for an expenditure of $ 600.00 is requested for the purpose of Retiring one locomotive

on the property owned by Utah Railway Company and

now operated by Utah Railway Company

Martin, Utah, Aug 15th 1939

Location of project: State Utah Valuation Section Equipment

Station or M. P. Martin, Utah.

Description of project:

Physically retire and demolish locomotive 2.

Reasons for recommending this expenditure:

Locomotive is obsolete, being 30 years old, is no longer needed and is to be retired to reduce maintenance and taxes.

SUMMARY OF ESTIMATE

Estimated gross cost of Project			$ 600.00
Amount chargeable to:			
Reserve for accrued depreciation for property retired	$ 18416.05		
Profit and loss for property retired			
Operating Expenses for property retired			
Value of Salvage recovered	2450.00		
Cost of property retired	$ 20866.05		
Incidental costs chargeable to profit and loss	600.00	21466.05 Cr	
Incidental costs chargeable to operating expenses			
To other accounts			
Credit NetXXXXe to property Investment Account			$20866.05

Total Cost to be borne by Utah Railway Company (Name of Company)

Or participated ~~in by~~ (Name all participants and amount borne by each)

Recommended R J Vaughan Superintendent

Recommended J B Sam Asst. Supt. & Master Mechanic

Expenditure and charge approved and authorized:

(Signed) G. S. ANDERSON
(~~Vice~~ President)

Recorded and registered:

J E Smith
(Auditor)

Form U. R. 95 4-27-36 2M.

UTAH RAILWAY COMPANY

A. F. E. NO. 834 Eq

DETAILED ESTIMATE

Sheet No. 1 of 1 Sheets
Reference
Reference

Office of Division Engineer

Date Martin, Utah, Aug 15,1939

Location and Description of Project: Martin, Utah.
Physically retire and demolish locomotive 2.

DETAILED ESTIMATE OF LABOR AND MATERIAL

Property Retired and not replaced

Account 51 - Steam Locomotives

Value of locomotive 2			20866.05	
Cost of Property retired			20866.05	20866.05 Cr

Depreciation Reserve

Accrued depreciation - Equipment		20866.05		

Material and Supplies

Salvage

Value of engine tender	150.00			
Value of usable material	2000.00			
Value of scrap	300.00			
Total Salvage	2450.00	2450.00 Cr		2450.00
Total Depreciation reserve		18416.05		18416.05

Account 329 - Equipment - Retirements

Cost of demolishing locomotive	500		100	600.00
Gross Cost				600.00

SUMMARY

Cost of effecting retirement 600.00

Estimated by C E Beveridge (Name) Divn. Engineer (Title)

Approved R J Vaughan (Name) Superintendent. (Title)

UTAH RAILWAY COMPANY
RECEIVED
AUG 26 1939
SALT LAKE CITY, UTAH

Form U. R. 222-B

UTAH RAILWAY COMPANY

100

CHARGE TO A. F. E. 834-Eq.

M-ORDER NO.

DATE Provo, Ut. August 25, 1939

To Mr. W. B. Jones, F. M. P. & C.,
Martin, Ut.

DETAIL OF PERFORMANCE

To cover labor and material expended in dismantling and permanently retiring Locomotive No. 2, salvaging all serviceable parts which are interchangeable with other locomotives, rendering a detailed descriptive list of such parts, balance to be cut up for scrap - per specifications furnished for locomotive No. 1.

Completion report to be furnished by you.

CC GSA JBS RJV CEB

General Foreman will report promptly the completion, alteration, or cancellation of work. Care should be exercised by supervisory forces to instruct all men engaged in the performance to charge labor and material to this order. Daily time slips of employes should be inspected carefully to insure correct charge to this order, and before approving time slip.

J. B. SOMO
MASTER MECHANIC

Yours very truly,

(Signed) G. S. ANDERSON

President & General Manager.

A-L

CC - Mr. S. A. McCurdy.

Salt Lake City, Utah,
August 23, 1939

Mr. R. J. Vaughan, Superintendent,
Utah Railway Company,
Martin, Utah.

Dear Sir:

Replying to your letter of August 22nd, file 10-3.

You may proceed with the dismantling of locomotive No. 2, furnishing A. F. E. to cover the retirement. A. F. E. No. 834-Eq. has been assigned.

Yours very truly,

(Signed) G. S. ANDERSON

President & General Manager.

A-L

CC - Mr. S. A. McCurdy.

UTAH RAILWAY COMPANY

Martin, Utah,

August 22nd, 1939.

File 10-3

Mr. G. S. Anderson, Pres. & Genl. Mgr.
Utah Railway Company,
Salt Lake City, Utah.

UTAH RAILWAY COMPANY
RECEIVED
AUG 23 1939
SALT LAKE CITY, UTAH

Dear Sir:

We quote you letter from Asst. Supt. & Master Mechanic Somo dated August 18th in connection with Locomotive No. 2:

> "The annual repairs to locomotive 4 have been completed, which prompts inquiry to learn if you desire engine 2 dismantled and retired permanently, same as we handled Engine 1. If this is decided on, will you please ascertain the A. F. E. number assigned for the performance."

As a matter of information the last time Mr. Snodgrass, the Federal Inspector, was at Martin he stated he knew of a mining company in the West that might be interested in the purchase of Locomotive 2 and was to let us know. He has not done so up to date.

Will you please advise what your wishes are in regard to this matter.

V-W

Yours truly,

R J Vaughan

Superintendent.

Interstate Commerce Commission

BUREAU OF SAFETY

Washington

IN REPLY ADDRESS
INTERSTATE COMMERCE COMMISSION
BUREAU OF SAFETY

FILE NO.

July 10, 1939.

G. S. Anderson, President,
Utah Railway Company,
809 Newhouse Bldg., P. O. Box 1860,
Salt Lake City, Utah.

UTAH RAILWAY COMPANY
RECEIVED
JUL 13 1939
SALT LAKE CITY, UTAH

Dear Sir:

Enclosed please find memoranda relative to inspections of safety appliances made on your equipment during the month of June 1939.

Respectfully,

W. J. Patterson

Director.

Enc.

10-3-B-4 - EQUIPMENT: Locos.
Utah Ry. #2 (old S. U. #102).

Inspector's Form No.

UTAH [illegible] COMPANY
RECEIVED
JUL 13 1939
SALT LAKE CITY, UTAH

Interstate Commerce Commission

BUREAU OF SAFETY

SAFETY APPLIANCE INSPECTION REPORT

Place Provo, Utah, Date 6/7/39, 193

Operating railroad Utah Yard or track Train

Railroad official interviewed J. Somo, Asst. Supt.
(Name) (Title)

Railroad representative accompanying inspector J. Jess, Foreman, Car Dept.
(Name) (Title)

INITIALS OF CAR	KIND OF CAR	CAR NUMBER	DEFECT
			No defects.

Locomotives inspected 2 Pass. equipment inspected Freight cars inspected 120

Locomotives defective Pass. equipment defective Freight cars defective

February 9, 1922

Mr. R. J. Vaughan, Superintendent,
Utah Railway Company,
Hiawatha, Utah.

Dear Sir:

I note from Master Mechanic Somo's locomotive condition report, as of January 31st, that he is desirous of ordering a new cylinder saddle for engine No. 2. It is entirely probable that this engine will be continued in service indefinitely. However, I had hoped that we would be able to defer this purchase until it was necessary to again take the engine into the shop for other work. In other words, would like to avoid tying up money in a new set of cylinders until they are actually needed, even though the steam leak is perceptible. The mixed run is not hard service and, except during cold weather, I assume that the steam leak is not very noticeable.

Yours very truly,

(Signed) G. S. Anderson
Vice-Pres. & General Manager.

A-L

FORM UR 4-4 3M 4-12-20

UTAH RAILWAY COMPANY
OPERATING DEPARTMENT
PROVO, UTAH

J. E. STEVENSON,
SUPERINTENDENT AND MASTER MECHANIC

EM9-2

October 11, 1920.

UTAH RAILWAY COMPANY
RECEIVED
OCT 13 1920

Mr. G. S. Anderson,
V.P.&.G.M. Ut. Ry. Co.,
Salt Lake City, Utah.

Dear Sir:-

The failure of Engine 2 was chargeable to left cross head breaking through the cheek plate just back of the piston boss.

The outside break is of old origin and should have been detected on inspection by the Engineer and the Roundhouse Foreman.

As W. B. Rosser never detects any wrong until after a break down, have decided to remove him today replacing him with W. B. Jones.

We are making repairs to the cross head by reinforcing with 2 half inch plates connected with fit bolts and arc electric welding. This cross head should be completed tonight and forwarded to Hiawatha where it will take about 6 to 7 hours to get the Engine into service.

I have also placed an order with Lima Locomotive Works for 2 crossheads in the rough.

Respectfully,

JEStevenson

Superintendent.

FORM UR 4-4 3M 4-12-20

UTAH RAILWAY COMPANY
OPERATING DEPARTMENT
PROVO, UTAH

J. E. STEVENSON,
SUPERINTENDENT AND MASTER MECHANIC

October 11, 1920.

UTAH RAILWAY COMPANY,
RECEIVED
OCT 13 1920

C.R.

Mr. G. S. Anderson,
V.P.&.G.M. Ut. Ry. Co.,
Salt Lake City, Utah.

Dear Sir:-

I have placed requisition today with Lima Locomotive Works for complete set of prints for Engine 2.

As we will no doubt have these engines in our possession for sometime to come it is absolutely necessary we have prints on hand.

Respectfully,

J E Stevenson

Superintendent.

10-3-B-4 - EQUIPMENT: Locos.
Utah Ry. #2 (old S. U. #102).

657

Eng #2-

UTAH RAILWAY COMPANY
OPERATING DEPARTMENT
PROVO, UTAH

J. E. STEVENSON,
SUPERINTENDENT AND MASTER MECHANIC

August 7th
1919

UTAH RAILWAY COMPANY,
RECEIVED
AUG 8 1919

BE SAFE
UTAH
U.C.R.
RAILWAY
ALWAYS

HAMMERMILL BOND

Mr. G. S. Anderson,
Vice Pres. & Gen. Mgr.,
Utah Railway Company,
Salt Lake City, Utah.

Dear Sir:

The specifications of engine 2 herewith attached are identical to the engine with the exception that this engine is equipped with the Waelshart gear and the balance slide valve instead of the Stevenson gear. To this engine has been added steel breast beam and pilot, cab reinforced with a steel covering, tail bars reinforced and steel substituted for wooden running boards and in all probabilities the engine was weighed without water at the Lima works, whereas she was weighed at Hiawatha with two gauges of water in the boiler.

Stephenson

Respectfully,

J E Stevenson
Superintendent.

JES*PC

5 ✓

Form L. S. A. 2.

LIMA LOCOMOTIVE WORKS, Incorporated

LIMA, OHIO, U. S. A.

SPECIFICATION NO. PLAN NO. 1106 19

OF A 2-8-0- LOCOMOTIVE AND 8 WHEEL TENDER

FOR ,

CONDITION OF OPERATION

Gauge of track 56-1/2" Weight of rail - - - Maximum grade - - Length - -

Maximum curve - - - - - Is curve compensated - - -

LIMITATIONS

Of height, measured from top of rail to top of 14' 11-3/8" Tank manhole - - -

Of length, total wheel base 52' 7-1/2" Width 10'-2"

Weight on leading truck	19,000 lbs.	Approximate weight in working order
Weight on drivers	129,000 lbs. 136500	
Weight on trailing truck	- - - - - -	
Weight, total	148,000 lbs.	
Weight of tender	104,925 lbs.	

Cylinders, diameter 20" stroke 24"

Driving Wheels, diameter 50"

Wheel base, driving 15'-0"

Wheel base, locomotive 23'-0"

Tractive Power 32,600 lbs.

Factor of adhesion 3.95

Fuel coal

Fuel capacity 10 tons

Water Tank capacity 5000 gallons

Boiler, diameter 62-3/8"-70" pressure 200,lbs.

Boiler, type Ext. wagon top radial stayed

Firebox, length 90" width 66"

Tubes, number 250

Tubes, diameter 2" length 14'-0"

Heating surface, (in sq. ft.) firebox 128.07

Heating surface, (in sq. ft.) tubes 1823.47

Heating surface, (in sq. ft.) total 1951.62

Superheating surface - - - -

Grate area, sq.ft 41.25

BRAKE

Locomotive fitted with Westinghouse American outside equalized air Brake

6 E T Equipment One 11" Pump

Tender Brake Equipment 6 E T Train pipe at front of engine and rear of tender.

50,000 cu.in. main reservoir capacity.

DRAFT GEAR

Front of locomotive to be fitted with Tower Radial in C.S. pocket.

Rear of tender to be fitted with Tower shank with Westinghouse Friction. draft gear

Height of center of coupler above rail 34-1/2"

Snow plow to be applied.

10-3-B-4 - EQUIPMENT: Locos.
Utah Ry. #2 (old S. U. #102).

Boiler

Boiler extended wagon top - radial stayed type, outside diameter of waist at front end 62-3/8" largest course 70" diameter, material of homogeneous open hearth steel.

Working pressure 200 pounds per square inch. Test pressure 25 per cent above working pressure.

Thickness of plate 1st course 5/8" 2nd course 3/4" 3rd course [illegible]/4"

throat 3/4" roof and sides 9/16" back head 9/16" front tube 1/2"

All firebox seams caulked inside and outside; boiler seams caulked outside only. All holes reamed perfectly true after sheets are put together. No hand riveting permitted except where it is impossible to use power riveters.

Boiler to be well designed, substantially riveted, braced in all parts, and amply strong.

Seams

Horizontal seams riveted butt joint ; circumferential seams riveted double lap.

Tubes

Tubes of seamless steel .12" thick, 250 in number, 2" outside diameter 14'-0" long, spaced in vertical rows and set with copper ferrules and swedged, rolled and beaded on firebox end and rolled in tube sheet.

Flues

Flues of - - - - - thick - - - - in number outside diameter - - - - - long, set with copper ferrules, swedged, rolled and beaded on firebox end, and rolled in front tube sheet.

Firebox

Firebox wide type, length 90" width 66";

crown sheet and side sheet 3/8" ; tube sheet 1/2" back sheet 3/8" Firedoor elliptical, sheets protected from wear by guard cast on fire door frame. Water space front 5" inches, sides 4 inches, rear 4 inches.

Mud ring 3-1/2 inches thick double riveted.

Firedoor

Firedoor Elliptical. Sheets protected from wear by guard cast on firedoor frame

Staybolts

Crown sheet supported by radial stays 1-1/8 inches diameter.

Expansion stays 2 front rows 6 rows each side of center

Staybolts in sides, throat and backhead 1 inches diameter.

Flexible staybolts - - - -

~~Firebrick~~

Tell Tale holes in staybolts.

Dome

Dome located ahead of firebox.

Smokebox

Smokebox made separate for easy renewal, to have extension front end and fitted with defelctor netting and cleaning holes.

Material 1/2 inches thick.

Throttle and Steam Pipes

Throttle pipe, and steam pipes of cast iron with ball joints.

Dry pipe of wrot iron pipe with C.I. ends.

Grates

Grates of cast iron, suitable for fuel. Rocking and dump. Dump at front of firebox.

Stack

Stack straight style, material cast iron

Ashpan

Ash pan of steel plate with suitable dampers or air inlets.

Smoke box front and door of pressed steel.

Spec. No.

10-3-B-4 - EQUIPMENT: Locos.
Utah Ry. #2 (old S. U. #102).

Lagging Boiler lagged with Magnesia sectional lagging and neatly jacketed, dome lagged and cased, except when through saddle tank

Cleaning Holes Cleaning plugs located where necessary for proper cleaning of boiler

Blow-off Cock Blow off cock as specified

Injectors Two approved #9 Ohio "A" 2" pipe injectors. Tee in each branch pipe ahead of cab.

Injector checks 2-1/2" Powell

Safety Valves One 3-1/2" Plain Kunkle
One 3-1/2" Muffled / pop safety valve.

Gauges Ashcrofy steam gauge, 3/4" glass water gauge, three gauge cocks.

~~Superheater~~ Water gauge with"Iron Clad"protector.

FRAMES, CYLINDERS, ETC.

Frames Frames of open hearth cast steel thoroughly annealed 4 inches wide to have single front ends securely bolted and keyed to main frame and provided with lugs for holding cylinders. Frames thoroughly braced together and to boiler by suitable castings, braces, expansion plates and pads. Pedestals protected from wear by cast iron shoes and adjustable wedges.

Cylinders Cylinders 20 inches in diameter 24 inches stroke. Cylinders cast half saddle whenever possible, and interchangeable right and left, made of close grained cast iron; barrel to be of such thickness as to permit of boring out when worn; when slide valves are applied, valve seats are raised to allow for refacing; accurately planed, fitted and bolted together, and bolted and keyed to frame. Wreckage groove in front cyl. heads.

Lubrication Cylinders oiled by Chicago C Triple 3 pint. automatic sight-feed lubricator placed in cab, and connected to steam chests by copper pipes.

Pistons Pistons of cast steel and fitted with approved form of cast iron packing rings.

Piston Rods Piston rods made of steel and inches diameter, accurately turned, properly fitted, and securely fastened to pistons and crossheads.

Valves Steam chest valves balanced slide

Rod Packing Lima metallic packing on piston rods and valve stems.

Valve Motion Stephenson Walschaert link motion, graduated to cut off equally at all points of stroke. Links, sliding blocks and all wearing surfaces to be case hardened. All pin bearings to have case hardened steel pins and bushings. Power reverse gear - - - -

Eccentrics Eccentrics of cast steel Eccentric straps of cast steel, bronze liners.

Guides Guides of Hammered iron securely bolted to cylinder heads and to rigid guide yoke extending across frames.

Crossheads Crossheads Alligator type of cast steel with ample wearing gibs of bronze

DRIVING WHEELS, RODS, ETC.

Driving Wheels Driving wheels, number 8, outside diameter 50 inches, centers turned 44 inches diameter, carefully proportioned and accurately counterbalanced. Main of cast steel others of cast steel

Tires of 3 inches thick.

Flanged tires on all wheels 5-1/2 inches wide.

Plain tires on - - - - - - - - - - inches wide.

Tires held on by shrinkage. Sections to be Master Mechanics standard tread and flanges.

Axles Driving axles of hammered steel.

Main journals diameter 8-1/2", length 10"

others, diameter 8" length 10"

Boxes Driving boxes of cast steel with bronze bearings and cast iron oil cellars

Boxes babbitted.

Springs Driving springs of best quality steel, properly equalized to insure engine riding in best possible manner.

Rods Main rods fitted with two piece brasses and keys, and rear ends forked ~~on strap~~ style with keys finished all over.

Parallel rods with solid ends - finished all over

Crank Pins Crank pins of steel with ample wearing surfaces.

Lubrication All bearings on engine provided with suitable means for their proper lubrication. Rod cups forged on solid.

Rod cup style grease

ENGINE TRUCKS

Leading Truck Frame of cast steel Engine truck boxes of cast iron, boxes working in suitable pedestals with approved arrangements of equalizing beams and springs.

- - - -

Trailing Truck - - - -

Springs Springs of best quality.

Leading Wheels Leading wheels number 2 outside diameter 30 inches, kind of wheels C.I.Spoke ctr. steel tired 5½" x 2½"

52-1/4" between hubs Axles of hammered steel. Journals 5½"x10"

retaining rings

Trailing Wheels Trailing wheels number - - outside diameter - - inches, kind of wheels - -

- - Axles of hammered steel. Journals - -

CAB, PILOT AND FIXTURES

Cab Cab built of oak or ash with wood roof covered with canvas thoroughly braced and secured to boiler and running boards, furnished with suitable sliding windows, sash of hardwood with double strength glass, and ventilator in roof. Convenient seats with cushions and tool boxes for engineer and fireman Also provided with arm rest and cab curtain. Rear cab windows, stationary .

Fuel Box on IS.

Front Bumper Bumper wood

Running Board Running boards of wood

Pilot Pilot of wood bound with iron Front of engine and rear of tender.

~~**Step Boards**~~ ~~Front step boards~~ With 8" Plank step boards. rear step boards

Cab Lamps Dayton

Water Gauge Lamps Dayton

Spec. No.

One sand box of ample capacity arranged with air & hand valves and pipes.

Lima Sander to front and rear drivers.

Headlight Headlight 2 - 16" Round case

Fixtures Engine furnished with bell, headlight support 5" Plain whistle, blower and cab lamps.

Bell Ringer Bell ringer Golmar 100 lbs. bell.

Tools Tools and accessories to include all necessary wrenches and spanners, one hard and one soft hammer, monkey wrench, a cold chisel, three oil cans, slicebar, ash hoe, shaker, two jack screws.

Alexander frog and wedge. Heavy size.

Templates Principal parts of engine fitted to gauges and templates, and interchangeable.

Bolts All bolts of U. S. Standard thread.

Taps All cocks fitted to standard gas pipe taps, unless otherwise specified.

Hand Rails Hand rails of iron conveniently arranged and securely fastened.
" " 1-1/4" iron pipe.

TENDER

Type Type 8-wheeled

Weight with water and fuel 104925

Frame Frame to be built with 10" center and 10" side and end channels. secured at corners by steel angles; the whole substantially constructed and thoroughly braced to preserve original form.

Bolster Frame bolster wrot iron and steel

Trucks Frame carried on 4-wheeled trucks with steel bolsters and channel spring planks.

Wheels Wheels 33" inches outside diameter 5-1/2" x 2-1/2" steel tired

Axles Axles of steel with 5" x 9" M.C.B. journals.

Brake Brake on both trucks with suitable brake beams.

Springs Springs of best quality Elliptic

Tank Tank style water bottom with straight top with angle iron frame substantially braced; top and bottom plate 5/16" & 3/8" inches thick; outside 1/4 inches thick; inside 3/8 inches thick. Tank provided with tank valves and strainers and cleaning holes. Drain pipes in top of tank.

Water capacity 5000 U. S. gallons (231 cu. inches)

Fuel capacity 10 tons 4" Siphon.

2" Iron Gate Valve on L.S. of tank rear bottom 2 feet from back end.

Tool Boxes Tool boxes of on top of tank and at rear.

GENERAL FINISH

General Finish Engine and tender to have plain finish, suitable for the service and to be lettered as directed by purchaser.

Jacket Boiler jacket of painted steel

REQUIREMENTS

~~[illegible]~~ ~~[illegible]~~

~~Material~~ ~~[illegible]~~ ~~[illegible]~~

~~Strips for Testing Material.~~

Spec No.

657

Eng 2

July 15th

1 9 1 9

Mr. J. E. Stevenson, Master Mechanic,
Utah Railway Company,
Provo, Utah.

Dear Sir:

I enclose herewith copy of specification of the Lima Locomotive Works purported to cover engine No. 2 and which is a duplicate of specification for engine No. 1.

Will you please check this specification and advise if it conforms to engine No. 2.

I note that the weight on drivers is shown as 129,000#, whereas you advised that this engine weighs 136,500# on drivers. What changes have been made to increase the weight ?

Yours very truly,

(Signed) G. S. Andersen

A-M

C O P Y

July 14th

1 9 1 9

Mr. W. E. Woodard, Vice President,
Lima Locomotive Works, Inc.
Lima, Ohio.

Dear Sir:

This will acknowledge receipt of and thank you for your letter of July 9th, enclosing specifications of our locomotives Nos. 101 and 102.

Yours very truly,

(Sgd) G.S. Anderson

A-M

COPY

LIMA LOCOMOTIVE WORKS, Inc.

Lima, Ohio

July 9, 1919

Mr. G. S. Anderson, Gen. Mgr.,
Utah Railway Company,
Salt Lake City, Utah.

Dear Sir:

We are in receipt of your letter of May 8th, and also your follow up letter of July 3rd, requesting that we furnish you with specifications for your locomotives Road Nos. 101 and 102, our Shop Nos. 1106 and 1127.

We have not answered this earlier owing to the fact that we had no specifications prepared for these engines and it was necessary for us to hunt the information up from our records. We have just succeeded in completing this and are sending you herewith two blue print copies of this specification, one for each of the engines in case your files are kept separate.

We trust that this will answer your purpose and that this delay has occasioned you no inconvenience.

Yours very truly,

(Sgd) W. E. Woodard

Vice President.

CFR-OCD

657

May 8th,

1919.

Lima Locomotive Works,
Lima, Ohio.

Gentlemen:

Recently this company acquired locomotives road numbers 101 and 102 from the Castle Valley and Southern Utah Railroads, your numbers 1106, built 1909, and 1127, built 1910, respectively. In order that our files may be complete, will you kindly send to me as early as convenient one copy of the specifications covering each of these engines.

Yours very truly,

(Signed) S. S. Andersen

A/S

102

January 18, 1918.

Mr. A. C. Hinckley, Supt. Motive Power & Mchry.
Oregon Short Line Railroad Company,
Pocatello, Idaho.

Dear Mr. Hinckley:

We have an engine similar to the two engines you overhauled for us in 1917 that will have to have a new fire box put in her before long and as our facilities at Provo for handling this work will not be ready for a long time I am writing to learn if you will be able to take this engine for us about the first of March. She will need a new fire box and general overhauling and I am sorry to say that at this time I can not see how we will be able to take care of this kind of work for some time,to come.

Yours very truly,

Vice Pres. & Gen. Mgr.

October 19th, 1917.

S.U. ENGINE 102.

Mr. A. C. Hinckley,
Supt. Motive Power & Machinery,
Oregon Short Line Railroad Company,
Pocatello,
Idaho.

Dear Sir:

Your letter of Oct. 15th, File 100. We have asked the Denver & Rio Grande for the form you requested, for this engine was last in their service and care in 1914, since that time the engine has been out of service entirely.

We will, of course, have to make any alterations necessary in the boiler bracing and staying to meet the I. C. C. requirements and bring the factor of safety up to the requirements. As soon as we receive the form in question will send it to you.

Yours very truly,

(Signed) I. H. LUKE
General Manager.

J.E.D. Chief Clerk
Did we get this from Burnham
JM

STANDARD
12-16-5000

FORM 2320

UNION PACIFIC SYSTEM

Office of Superintendent Motive Power and Machinery

A. C. HINCKLEY,
SUPERINTENDENT MOTIVE POWER AND MACHINERY
OREGON SHORT LINE RAILROAD CO.

IN REPLY PLEASE REFER TO
No. F-100

POCATELLO, IDAHO, October 15th, 1917

Work required on Southern Utah Engine #102.

Mr. I. H. Luke, General Manager,
Utah Railway Company,
Salt Lake City, Utah.

Dear Sir;

Referring to previous correspondence in connection with repairs now being made to Southern Utah Engine #102.

We would be pleased to have you furnish us as soon as possible a copy of a late report made on boiler Form #3, as our shops advise that some of the information contained thereon is desired by them.

We note that you have reported no alteration to boiler bracing to meet I. C.C. requirements and assume none are necessary to provide any higher desired factor of safety. We will therefore, if not otherwise advised, maintain the present sizes of all braces, etc., however, if any changes are desired would thank you to advise.

Yours truly,

A C Hinckley

Uniform Bill of Lading—Standard form of Straight Bill of Lading.

UNION PACIFIC SYSTEM

OREGON SHORT LINE RAILROAD COMPANY.

Shippers No.

Agents No.

STRAIGHT BILL OF LADING—ORIGINAL—NOT NEGOTIABLE.

RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading,

at Pocatello Ida 11/26. 1917

from I H Luke Genl Mgr Ut Ry the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned and destined as indicated below, which said Company agrees to carry to its usual place of delivery at said destination, if on its road, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions, whether printed or written, herein contained (including conditions on back hereof) and which are agreed to by the shipper and accepted for himself and his assigns.

The Rate of Freight from

to *is in Cents per 100 Lbs.*

—IF Times 1st	IF 1st Class	IF 2d Class	IF 3d Class	IF 4th Class	IF 5th Class	IF A Class	IF B Class	IF C Class	IF D Class	IF E Class	IF Commodity

(Mail Address—Not for purposes of Delivery.)

Consigned to I H Luke Genl Mgr Ut Ry.

Destination, Provo State of Ut County of

Route, Salt Lake LA&SL Car Initial Sou Ut Car No. 102

NO. PACKAGES	DESCRIPTION OF ARTICLES AND SPECIAL MARKS	WEIGHT (Subject to Correction)	CLASS OR RATE	CHECK COLUMN
	One Locomotive.	190000		
	No. Sou Ut 102.			
	This engine to be carried			
	next to Caboose.			
	Mr. H A Davis in charge.			

If charges are to be prepaid, write or stamp here, "To be Prepaid."

Received $ to apply in prepayment of the charges on the property described hereon.

Agent or Cashier.

Per

(The signature here acknowledges only the amount prepaid.)

Charges Advanced:

$

RECEIVED
NOV 27 1917
UTAH RAILWAY CO.
Gen. Mgr's. Office.

H. A. Davis Shipper.

J M McPherson Agent

Per

Per H

(This Bill of Lading is to be signed by the shipper and agent of the carrier issuing same.)

CONDITIONS

Sec. 1. The carrier or party in possession of any of the property herein described shall be liable for any loss thereof or damage thereto, except as hereinafter provided.

No carrier or party in possession of any of the property herein described shall be liable for any loss thereof or damage thereto or delay caused by the act of God, the public enemy, quarantine, the authority of law, or the act or default of the shipper or owner, or for differences in the weights of grain, seed, or other commodities caused by natural shrinkage or discrepancies in elevator weights. For loss, damage or delay caused by fire occurring after forty-eight hours (exclusive of legal holidays) after notice of the arrival of the property at destination or at port of export (if intended for export) has been duly sent or given, the carrier's liability shall be that of warehouseman only. Except in case of negligence of the carrier or party in possession (and the burden to prove freedom from such negligence shall be on the carrier or party in possession), the carrier or party in possession shall not be liable for loss, damage, or delay occurring while the property is stopped and held in transit upon request of the shipper, owner, or party entitled to make such request; or resulting from a defect or vice in the property or from riots or strikes. When in accordance with general custom, on account of the nature of the property, or when at the request of the shipper the property is transported in open cars, the carrier or party in possession (except in case of loss or damage by fire, in which case the liability shall be the same as though the property had been carried in closed cars) shall be liable only for negligence, and the burden to prove freedom from such negligence shall be on the carrier or party in possession.

Sec. 2. In issuing this bill of lading this company agrees to transport only over its own line, and except as otherwise provided bv law acts only as agent with respect to the portion of the route beyond its own line.

No carrier shall be liable for loss, damage, or injury not occurring on its own road or its portion of the through route, nor after said property has been delivered to the next carrier, except as such liability is or may be imposed by law, but nothing contained in this bill of lading shall be deemed to exempt the initial carrier from any such liability so imposed.

Sec. 3. No carrier is bound to transport said property by any particular train or vessel, or in time for any particular market or otherwise than with reasonable despatch, unless by specific agreement indorsed hereon. Every carrier shall have the right in case of physical necessity to forward said property by any railroad or route between the point of shipment and the point of destination; but if such diversion shall be from a rail to a water route the liability of the carrier shall be the same as though the entire carriage were by rail.

The amount of any loss or damage for which any carrier is liable shall be computed on the basis of the value of the property at the place and time of shipment under this bill of lading, including the freight charges, if paid.

Except where the loss, damage, or injury complained of is due to delay or damage while being loaded or unloaded, or damaged in transit by carelessness or negligence, as conditions precedent to recovery, claims must be made in writing to the originating or delivering carrier within six months after delivery of the property (or, in case of export traffic, within nine months after delivery at port of export), or, in case of failure to make delivery, then within six months (or nine months in case of export traffic) after a reasonable time for delivery has elapsed; and suits for loss, damage, or delay shall be instituted only within two years and one day after delivery of the property, or, in case of failure to make delivery, then within two years and one day after a reasonable time for delivery has elapsed.

Any carrier or party liable on account of loss or damage to any of said property shall have the full benefit of any insurance that may have been effected upon or on account of said property so far as this shall not avoid the policies or contracts of insurance.

Sec. 4. All property shall be subject to necessary cooperage and baling at owner's cost. Each carrier over whose route cotton is to be transported hereunder shall have the privilege, at its own cost and risk, of compressing the same for greater convenience in handling or forwarding, and shall not be held responsible for deviation or unavoidable delays in procuring such compression. Grain in bulk consigned to a point where there is a railroad, public, or licensed elevator, may (unless otherwise expressly noted herein, and then if it is not promptly unloaded) be there delivered and placed with other grain of the same kind and grade without respect to ownership, and if so delivered shall be subject to a lien for elevator charges in addition to all other charges hereunder.

Sec. 5. Property not removed by the party entitled to receive it within forty-eight hours (exclusive of legal holidays) after notice of its arrival has been duly sent or given may be kept in car, depot, or place of delivery of the carrier, or warehouse, subject to a reasonable charge for storage and to carrier's responsibility as warehouseman only, or may be, at the option of the carrier, removed to and stored in a public or licensed warehouse at the cost of the owner and there held at the owner's risk and without liability on the part of the carrier, and subject to a lien for all freight and other lawful charges, including a reasonable charge for storage.

The carrier may make a reasonable charge for the detention of any vessel or car, or for the use of tracks after the car has been held forty-eight hours (exclusive of legal holidays), for loading or unloading, and may add such charge to all other charges hereunder and hold such property subject to a lien therefor. Nothing in this section shall be construed as lessening the time allowed by law or as setting aside any local rule affecting car service or storage.

Property destined to or taken from a station, wharf, or landing at which there is no regularly appointed agent shall be entirely at risk of owner after unloaded from cars or vessels or until loaded into cars or vessels, and when received from or delivered on private or other sidings, wharves, or landings, shall be at owner's risk until the cars are attached to and after they are detached from trains.

Sec. 6. No carrier will carry or be liable in any way for any documents, specie, or for any articles of extraordinary value not specifically rated in the published classification or tariffs, unless a special agreement to do so and a stipulated value of the articles are indorsed hereon.

Sec. 7. Every party, whether principal or agent, shipping explosive or dangerous goods, without previous full written disclosure to the carrier of their nature, shall be liable for all loss or damage caused thereby, and such goods may be warehoused at owner's risk and expense or destroyed without compensation.

Sec. 8. The owner or consignee shall pay the freight and all other lawful charges accruing on said property, and, if required, shall pay the same before delivery. If upon inspection it is ascertained that the articles shipped are not those described in this bill of lading, the freight charges must be paid upon the articles actually shipped.

Sec. 9. Except in case of diversion from rail to water route, which is provided for in section 3 hereof, if all or any part of said property is carried by water over any part of said route, such water carriage shall be performed subject to the liabilities, limitations, and exemptions provided by statute and to the conditions contained in this bill of lading not inconsistent with such statutes or this section, and subject also to the condition that no carrier or party in possession shall be liable for any loss or damage resulting from the perils of the lakes, sea, or other waters; or from explosion, bursting of boilers, breakage of shafts, or any latent defect in hull, machinery, or appurtenances; or from collision, stranding, or other accidents of navigation, or from prolongation of the voyage. And any vessel carrying any or all of the property herein described shall have the liberty to call at intermediate ports, to tow and be towed, and assist vessels in distress, and to deviate for the purpose of saving life or property.

The term "water carriage" in this section shall not be construed as including lighterage across rivers or in lake or other harbors, and the liability for such lighterage shall be governed by the other sections of this instrument.

Sec. 10. Any alteration, addition or erasure in this bill of lading which shall be made without an indorsement thereof hereon, signed by the agent of the carrier issuing this bill of lading, shall be without effect, and this bill of lading shall be enforceable according to its original tenor.

COPY OF WESTERN UNION TELEGRAM

Salt Lake City, November 26, 1917.

C. A. Hinckley, Supt. Motive Power,
Oregon Short Line Railroad Company,
Pocatello,
Idaho.

Bill engine 102 to Utah Railway, Provo. Will move her on our rails from there.

I. H. Luke.

Prepay and charge to

UTAH RAILWAY COMPANY

STANDARD
8-16-5000

FORM 2320

UNION PACIFIC SYSTEM

Office of Superintendent Motive Power and Machinery

A. C. HINCKLEY,
SUPERINTENDENT MOTIVE POWER AND MACHINERY
OREGON SHORT LINE RAILROAD CO.

IN REPLY PLEASE REFER TO
No. B

POCATELLO, IDAHO. November 22nd, 1917.

C.V.Engine 102 - M. P. O. 443 -

Mr. I. H. Luke,
Vice Pres. & Gen. Mgr., Utah Railway Company,
Salt LakeCity, Utah.

Dear Sir:

Wish to advise from present indications C. V. Engine No. 102 will be ready to go forward dead in train on the twenty-eighth instant. I assume that you will arrange to send messenger here to accompany this engine to its destination.

Yours truly,

ACHinckley

RECEIVED
NOV 26 191
UTAH RAILWAY CO.
Gen. Mgr's. Office.

Form 1201

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

RECEIVED AT 147 MAIN ST., TRIBUNE BUILDING, SALT LAKE CITY, UTAH ALWAYS OPEN

39 CT PA 24 COLLECT 9 EXTRA NL

POCATELLO IDA NOV 25 1917

I H LUKE 200-354

GENL MGR UTAH RY 302 KEARNS BLDG SALTLAKECITY UTAH

ENGINE BREAKS IN TODAY AND TOMORROW READY TO MOVE MONDAY NIGHT BILL TO HIAWATHA

H A DAVIS

CARE SUPT MACHY O S L RY POCATELLO IDAHO

522P

Form 1201

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

RECEIVED AT 147 MAIN ST., TRIBUNE BUILDING, SALT LAKE CITY, UTAH ALWAYS OPEN

CA D 10

CA POCATELLO IDA 1145A NOV 25 1917

I H LUKE 713

GENL MGR UTAH RY 302 KEARNS BLDG SALT LAKE UTAH

DO YOU WISH ME REMAIN HERE AND BRING ENGINE SALTLAKE

H A DAVIS

1220PM

November 12, 1917.

Mr. H. A. Davis,
Pocatello,
Idaho.

Dear Sir:

I have your letter of the 10th, instant in reference to bringing S. U. engine down to Salt Lake.

When you get back to Pocatello, should engine 102 be ready to move out, bring her down, but if she isn't ready do not waite for her.

Yours truly,

V. P. & G. M.

ALL OUTSIDE ROOMS

SAMPLE ROOMS IN CONNECTION

HOT AND COLD WATER
IN EVERY ROOM
PRIVATE BATHS
STEAM HEAT

HOTEL CROW

205 SOUTH MAIN STREET
1 BLOCK FROM NEW
FEDERAL BLDG.
2 BLOCKS FROM NEW
DEPOT

FLEENER & FLEENER, PROPRIETORS

POCATELLO, IDAHO, Nov 10" 1917

Mr I. H. Luke
Mang'r Utah Ry.

Dear Sir and Friend on passing through here enroute to Portland Ore with ~~that~~ Shay Eng No 10 from Utah Copper I gave our 102 the once over they appear to be giving her a very good job Eng is about 80 per cent done and will be released between 20"-25- of this month will go on her wheels some time next week - at present progress with Shay I will be back to pocatello about that time - if consistent with your wishes can I

ALL OUTSIDE ROOMS
SAMPLE ROOMS IN CONNECTION

HOT AND COLD WATER
IN EVERY ROOM
PRIVATE BATHS
STEAM HEAT

8
HOTEL
CROW

206 SOUTH MAIN STREET
1 BLOCK FROM NEW
FEDERAL BLDG.
2 BLOCKS FROM NEW
DEPOT

FLEENER & FLEENER, PROPRIETORS

POCATELLO, IDAHO, ____________191__

bring Eng to you and
if so will you please
notify A. C. Hinckley here
then. yard here is clogged
with cars and no power
- Mr Luke Kelker here tells
me he never received that
Keeley cure can when I reach
north Salt Lake yard I
will get the name of the
Chief Clerk for yardmaster
at Night and prove to him
his company received the
can when I left their road

Best Wishes
T. S. A. Davis
Pocatello Ida

c/o Supt Machy O.S.L.

---

er 1st, 1917.

ction report
o.102. There
to her that
September 30th,
etter her "South-
2.
of your very
emain,

ger.

October 1st, 1917.

Mr. A. C. Hinckley,
Supt., Motive Power, O. S. L. R. R. Co.
Pocatello,
Idaho.

Dear Mr. Hinckley:

I hand you herewith copy of inspection report of work to be done on Southern Utah engine No.102. There may be other things develope when you get into her that will, of course, have to be done.

With reference to your letter of September 30th, about lettering for this engine. Please letter her "Southern Utah" and number the engine and tank 102.

Assuring you of our appreciation of your very great assistance in this matter, I beg to remain,

Yours very truly,

General Manager.

STANDARD
12-16-5000

FORM 2320

UNION PACIFIC SYSTEM

Office of Superintendent Motive Power and Machinery

A. C. HINCKLEY,
SUPERINTENDENT MOTIVE POWER AND MACHINERY
OREGON SHORT LINE RAILROAD CO.

IN REPLY PLEASE REFER TO
No. B

POCATELLO, IDAHO, September 21st, 1917.

Repairs to Engine CV 105 -

Mr. I. H. Luke,
General Manager, Utah Railway Company,
Salt Lake City, Utah.

Dear Sir:

Referring to your letter of the seventeenth instant.

We expect to have the work on engine CV105 completed by September 30th and would like to have you arrange to send your engine 102 to be shopped as soon as 105 comes out. If it is not convenient to send the 102 at that time a few days delay will not make any difference, as we can hold the 105 until 102 reaches here. In this way you can utilize the services of the same messenger, who brings up the 102 to take back the 105. We will, of course, arrange to have engine 105 broken in before this engine leaves here.

Yours truly,

ACHinckley

Sept. 24th, 1917.

Mr. R. M. Magraw,
General Supt. United States Fuel Co.
Hiawatha, Utah.

Dear Sir:

This will introduce Mr. H. A. Davis, with whom I have arranged to take Engine No. 102 from Hiawatha to Pocatello.

Will you please arrange to let Mr. Davis have what tools he needs and supplies necessary to handle the engine properly and charge them to the Utah Railway Company.

Yours very truly,

General Manager.

September 17th, 1917.

Mr. A. C. Hinckley,
Sup't. Motive Power & Machinery,
Oregon Short Line Railroad Co.,
Pocatello, Ida.

Dear Sir:-

I have your letter of September 8th and wish to thank you for your kindness. We certainly appreciate it. Will try to get engine No. 102 to you by the 25th and will send you a,list of the work required.

I assume of course, that you will give the 105 the necessary tests and break her in and send a messenger with her to Salt Lake and I will arrange for messenger to take her to Hiawatha - possibly the messenger I will send with the 102 can bring the 105 back. If you will wire me at our expense a couple of days before the 105 is ready to leave I will appreciate it.

Yours truly,

(Signed) I. H. LUKE

General Manager.

STANDARD
12-16-5000

FORM 2320

UNION PACIFIC SYSTEM

Office of Superintendent Motive Power and Machinery

A. C. HINCKLEY,
SUPERINTENDENT MOTIVE POWER AND MACHINERY
OREGON SHORT LINE RAILROAD CO.

IN REPLY PLEASE REFER TO
No. B

POCATELLO, IDAHO, September 8th, 1917.

Repairs to CV Engine #105

Mr. I. H. Luke,
Gen. Mgr., Utah Railway Company,
Salt Lake City, Utah.

Dear Sir:

Referring to your letter of the sixth instant concerning repairs to CV Engine #105.

Wish to advise that according to our present estimate this engine will be out of shop on September 25th, 1917 and we will then be in position to take care of the second engine referred to in your letter under the same terms and conditions as for the first.

If it is your intention to send the second engine to us for repairs, at the proper time will you kindly furnish us with a list of necessary work required on the engine etc?

Yours truly,

ACHinckley

UTAH RAILWAY COMPANY,
RECEIVED
SEP 10 1917

STANDARD
5-17-125000

FORM 2103

SOUTHERN PACIFIC COMPANY.
SUPERINTENDENT MOTIVE POWER

Office of
D. P. Kellogg

File No 657

IN REPLY PLEASE REFER TO
No. File A 081 U

Sacramento, July 10th, 1917.

Mr. J. H. Luke,
General Manager, Utah Railway Company,
Salt Lake City, Utah.

UTAH RAILWAY COMPANY,
RECEIVED
JUL 12 1917

Dear Sir:

Referring to your letter of July 3rd, relative to making repairs to one of your locomotives.

I regret to advise you that for reasons as given to you in my letter of June 13th, we cannot see our way clear to undertake handling repairs to this engine.

Yours truly,

D P Kellogg
Supt. Motive Power.

m

File No 657

July 3rd, 1917.

Mr. D. P. Kellogg,
Supt. Motive Power, Southern Pacific R. R. Co.
Sacramento, Cal.

Dear Sir:-

I have had your letter in connection with the handling of repairs on our locomotives on my desk for some time and I wish to thank you for the interest you have shown in this matter.

Since hearing from you I have had three of our engines taken for general repairs and over-hauling by different railroad companies in this section and I now have one locomotive on my hands that will be badly needed by us, but which must have a fire box and light overhauling before it can be placed in service.

I appreciate your position in the matter of material and labor; but it accurred to me that you might possibly be able to take the one engine I now have left for repairs and turn her out, say, some time during the present year. If you could possibly do this it would be a very big help and put us in much better shape to take care of the business we must move.

Yours truly,

(Signed) I. H. LUKE
General Manager.

Engine at Hiawatha pending new tariff rate for movement to Salt Lake or Ogden for repairs

Engine #102

10-3-B-4 - EQUIPMENT: Locos.
Utah Ry. #2 (old S. U. #102).

STANDARD
12-16-125000

FORM 2103

SOUTHERN PACIFIC COMPANY.
SUPERINTENDENT MOTIVE POWER

Office of
D. P. Kellogg

File No 657

IN REPLY PLEASE REFER TO
No. File A 081 U

Sacramento, Cal., June 13th, 1917

Mr. J. H. Luke,
General Manager, Utah Railway Company,
Salt Lake City, Utah.

Dear Sir:

Referring to your letter of May 21st, and tracer of June 6th, asking if we would be able to handle a couple of your engines in our Ogden Shops.

I referred this matter to our General Superintendent Motive Power who replies that we cannot very well undertake this matter at present time as we are very short of labor and some classes of material. I am very sorry that we cannot accomodate you at this time.

Yours truly,

D. P. Kellogg

UTAH RAILWAY COMPANY,
RECEIVED
JUN 15 1917

m

File No 657

June 6th, 1917.

Mr. D. P. Kellog,
Supt. Motive Power, Southern Pacific R. R. Co.
Sacramento, California.

Dear Sir:-

Will you please favor me with a reply to my letter of May 21st, in regard to handling the repairs on one or two of our locomotives at the Ogden Shops?.

I am very anxious to have the repair work started on these engines as soon as possible.

Yours truly,

General Manager.

10-3-B-4 - EQUIPMENT: Locos.
Utah Ry. #2 (old S. U. #102).

Eng 107

File No 657

May 21th, 1917.

Mr. D. P. Kellog,
Supt. Motive Power, Southern Pacific R R. Co.
Sacramento, California.

Dear Sir:

The Utah Railway now being operated by the D. & R. G. is to be taken over and operated by its owners early this fall; this line serves the largest mines in the Utah Coal District; the product distributing into Idaho, Nevada, Utah and Pacific Coast points. The small lines that have in the past been oper-ated by these mines owns some light Consolidated Engines that will be used for switching purposes and I find that three of them need new fire boxes and light over-hauling before they can be put into service. The D. & R. G. R. R. Company would do the work for us had they room, but their facilities are heavily over burdened; hence we have to go elsewhere to have this work done.

The Short Line agreed to handle one of these Engines and as you have the most modern facilities of any line in the Inter-mountain District at Ogden I am in hopes you can see your way clear to take the other two of these Engines for us. If you cannot take but one and get her out by September 1st, that will help us very much indeed and will be greatly appreciated.

Will you kindly advise?

Yours very truly,

GL/L.

General Manager.

STANDARD
12-16-125000

FORM 2103

SOUTHERN PACIFIC COMPANY.

File No 657

Office of
Superintendent

IN REPLY PLEASE REFER TO

No.

On line Mina, May 23rd, 1917.

Mr. I.H. Luke,
General Manager Utah Railway Company,
Atlas Building,
Salt Lake City, Utah.

Dear Mr. Luke:-

This will acknowledge receipt of your letter of May 21st enclosing copy of your letter to Mr. D.P. Kellogg, Superintendent of Motive Power this Company, at Sacramento.

I will gladly use my influence with our people to get them to help you out by taking the engines in for overhauling.

Yours truly,

T F Rowland

File No 657

LIMA LOCOMOTIVE WORKS, INC.

LIMA, OHIO.

May 15th,
1 9 1 7

In Reply Refer to HCH #26

Southern Utah Railroad Building,
822 Kearns Building,
Salt Lake City, Utah.

Attention: Mr. J. H. Luke, Gen. Mgr.

Dear Sir:-

In further reply to your letter of May 3rd, we are pleased to quote you on a new fire box for your locomotive #1127, road No. 102, a price of - $800.00, fob, Lima, Ohio.

About the earliest shipment that we could promise would be from three to three and one half months after receipt of your order. We of course might be in position to do better than this, depending entirely on delivery of plate from the rolling mill.

This price is subject to acceptance within ten days from date.

We note that you desire to have a blue print of this locomotive, and are pleased to forward to you herewith a print of the erecting card.

Trusting to be favored with your order for the fire box, we are,

Yours truly,
W. M. Myers
Assistant to President.

5/19/17

HCH:FF

Eng 102

President's Office,
RECEIVED
MAY 1[illegible] 1917
Salt Lake City.

LIMA LOCOMOTIVE WORKS, INC.

LIMA, OHIO.

May 7th,
1 9 1 7

In Reply Refer to HCH #26

File No 657.

Southern Utah Railroad Company,
822 Kearns Building,
Salt Lake City, Utah.

Attention: Mr. J. H. Luke, Gen. Mgr.

Dear Sir:-

We wish to acknowledge the receipt of your letter of May 3rd, and just as soon as we can have an estimate prepared on firebox, we will write you submitting you price, and will also send you blue print of the erecting card of this engine. We will endeavor to forward the quotation in a few days.

Yours truly,

W. M. Myers

Assistant to President.

HCH:FF

10-3-B-4 - EQUIPMENT: Locos.
Utah Ry. #2 (old S. U. #102).

File No 657

822 Kearns Building,
Salt Lake City, Utah

May 3, 1917.

The Lima Locomotive & Machine Co.,
Lima, Ohio.

Gentlemen:

We would like very much to get a blue print of shop drawing of our Southern Utah engine #102, constructed by your company in 1910, Builder's No. 1127. If you can accomodate us we will very much appreciate it.

Would also like to know what price you would make us on a fire box for this engine and what is the earliest date of delivery that could be made.

Very truly yours,

(Signed) I. H. Luke

General Manager.

FORM 2090

SOUTHERN UTAH RAILROAD COMPANY

File No. 651

Salt Lake City, April 27, 1917.

Mr. I. H. Luke,
General Manager,
Salt Lake City,

Dear Sir:

Replying to your letter of April 14th:

You may go ahead and arrange to have the fire box work done on engines 102 and 105 as quickly as you can. It may pay us to buy the fire boxes and put them in at Helper or Hiawatha.

Very truly yours,

A. B. Apperson

President.

File No 657

Salt Lake City, April 14, 1917.

Mr. A. B. Apperson, President,
Southern Utah Railroad Company.
Salt Lake City, Utah.

Dear Sir:

Referring to our conversation in regard to this company's power:

Engine 102 at Hiawatha and 105 at Helper are both in need of fire boxes, and I feel that we should get the work started on them as soon as possible. With your assistance, we may possibly be able to get the Short Line to do the work for us.

Very truly yours,

(Signed) I. H. Luke

General Manager.

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT   GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Form 1201

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

RECEIVED AT 147 MAIN ST., TRIBUNE BUILDING, SALT LAKE CITY, UTAH ALWAYS OPEN

File No. 657

A131GS S 30 COLL BLUE

AX LOSANGELES CALIF 222P FEB 20 1917

MARION HEINER 063 -90

102

US FUEL CO SALTLAKECITY UTAH

DONT WANT TO SELL TWO ENGINES WILL TALK TO MR LUKE WHEN HE ARRIVES TOMORROW FEELING MUCH BETTER AFTER SEEING CALVIN AND OTHERS WILL RETURN HOME MAY BE SATURDAY

A B APPERSON

335PM

Phoned Mr Luke
D 3^48 p 2/20

Phoned Cushing
3^50 p 2/20

Phoned Hess
102 only one that
eng now [illegible]
but the others
later - Eng 100
[illegible] will
[illegible]
try Friday [illegible]
[illegible] discount

10-3-B-4 - EQUIPMENT: Locos.
Utah Ry. #2 (old S. U. #102).

Form 1206

CLASS OF SERVICE DESIRED	
Fast Day Message	XXXX
Day Letter	
Night Message	
Night Letter	

Patrons should mark an X opposite the class of service desired; OTHERWISE THE TELEGRAM WILL BE TRANSMITTED AS A FAST DAY MESSAGE.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT

Receiver's No.

File No 657

Check

Time Filed

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

Salt Lake City, Utah, February 20, 1917.

R. M. Magraw,
Genl Supt., United States Fuel Co.,
Hiawatha, Utah.

Please have locomotives one hundred and one naught two put in condition to tow to shops quickly as possible. Disconnect and load rods and brasses and go over boxes, cellars and all bearings, also load air pump belonging to one naught two. Advise when engines will be ready to move.

Moroni Heiner.......1:00 PM

Charge U S Fuel Co.

102

---

should have new fire box at once.

cracks 2" to 8" long. Flue sheet is patched at top and in poor condition also flue holes are cracked out and plugs applied. This engine was taken out of service account of dangerous condition of fire box. Boiler good.

Castle Valley engine 103: Sold.

S.U. engine 104: Leased to Magna. 3/4 side sheet applied at Hiawatha about September, 1913. Flue sheet should be renewed account of knuckle being down and bridges plugged. Back end of crown sheet will have to be reinforced with another row of crown stays as the distance is too great from last row of stay to door sheet flange.

Helper, Utah, February 8, 1917.

File No 657

Mr. A. James,
Asst Master Mechanic,

Dear Sir:

As per your request, am herewith handing you conditions of engines on Castle Valley and Southern Utah railway:

Engine Shay #50, side sheets are corrugated both sides for 6 rows of stay bolts up from bottom and several cks out from staybolt heads. Flue sheet has 2 or 3 cks out from top row of flue holes to knuckle. Knuckle is down about 1½". Door sheet corrugated at bottom. Machinery fair condition. New master gears and pinions and other repair parts on hand to apply.

Engine 100 S.U., side sheet appear in good condition, slightly wavy. Flue sheet has been badly cut with heel of beading tool, however, this flue sheet is all right for another set of flues, as flues that are in this engine are very weak and will have to be renewed. Machinery poor. Tires are worn to the limit and will have to have new tires. However, this engine will be very easy to put back in service.

S.U. Engine 102: General condition of fire box very poor and should have new fire box at once. Side sheet are ck out both sides, cracks 2" to 8" long. Flue sheet is patched at top and in poor condition also flue holes are cracked out and plugs applied. This engine was taken out of service account of dangerous condition of fire box. Boiler good.

Castle Valley engine 103: Sold.

S.U. engine 104: Leased to Magna. 3/4 side sheet applied at Hiawatha about September, 1913. Flue sheet should be renewed account of knuckle being down and bridges plugged. Back end of crown sheet will have to be reinforced with another row of crown stays as the distance is too great from last row of stay to door sheet flange.

File No 657

Door sheet is mud burnt at both sides of fire door and 4 crack out from same.

Castle Valley engine 105: Right side sheet has crack 39" long near middle of the box, beginning at the mud ring and running up towards the crown sheet. This crack was no doubt caused by putting cold water in the boiler at Hiawatha through the blow off cock. There are also 30 other crack from ½ to 2" long on side sheets. several plugged. Back flue sheet has several cks at top flue holes and plugged and are actually dangerous. This fire box will have to be renewed. Machinery fair. Boiler good.

This for your information.

Yours trule,

(Signed) D. McIver,

Boiler Foreman

COPY

File No 657

Memorandum

Castle Valley engine No. 101: (February 8, 1917)

Now in service. New flue sheet was applied to this fire box at Salt Lake shops (D. & R. G.) R. side sheet has one patch about 18 x 5½, and is cracked out top of this patch will require to be extended, 30 small cks out from stay bolt heads plugged, also several flat headed stay bolts. This engine should give about 1 year more service.

(D. McIver, Boiler Foreman)

File No 651

Salt Lake City, Utah.
Nov., 18th, 1914.

CONDITION OF ENGINE #102:

This engine is laid up awaiting important repairs. She requires a new fire-box and perhaps new flues, although the old flues might be pieced out and replaced - this will depend on condition of flues when removed. Machinery must all be overhauled and lateral motion in driving boxes taken up. She is now minus the air pump, air reservoir and portions of her electric headlight, bu the Denver & Rio Grande will furnish the air pump and the parts of the electric headlight without cost to the coal company. The air reservoir I was unable to find but it will perhaps be found and can easily be repaired.

She is a duplicate of engines 100 and 101 and when she is placed in good condition will be an excellent locomotive. It will cost from $3500. to $4000. to prepare her for sale. She cost new, $13,928. in August, 1910. When she is placed in excellent condition she should sell easily for $5,000. and will be worth to her owners $7,000. This would be too, a hard times price. She should bring much more were times prosperous and engines more scarce. She is equipped with an electric headlight, but as previously stated some of the parts are missing.

Will sell this Engine for $3,000

File No 657

Salt Lake City, Utah.

Nov., 18th, 1914.

CONDITION OF ENGINE #102:

This engine is laid up awaiting important repairs. She requires a new fire-box and perhaps new flues, although the old flues might be pieced out and replaced - this will depend on condition of flues when removed. Machinery must all be overhauled and lateral motion in driving boxes taken up. She is now minus the air pump, air reservoir and portions of her electric headlight, bu the Denver & Rio Grande will furnish the air pump and the parts of the electric headlight without cost to the coal company. The air reservoir I was unable to find but it will perhaps be found and can easily be repaired.

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SOUTHERN UTAH AND CASTLE VALLEY RR CO'S

Statement showing Cost of Locomotives. File No 657

SOUTHERN UTAH

Date Purchased	No.	Cost of Locomotive	Freight	Total Cost
Apr 1909	100	$11,000.00	$ 750.00	$11,750.00
Dec 1909	50	10,810.00	670.00	11,480.00
Aug 1910	102	13,155.00	773.72	13,928.72
Jan 1911	104	16,218.00	967.32	17,185.32
		$51,183.00	$3,161.04	$54,344.04

Ledger Balance - - - - - - - - - - - - - - - - 53,807.85

Depreciation written off - - - - - - - - - - 536.19

CASTLE VALLEY

Date Purchased	No.	Cost of Locomotive	Freight	Total Cost
Sep 1910	101	11,523.25		11,523.25
Jul 1911	105	14,377.02		14,377.02
Feb 1912	103	13,642.60	818.30	14,460.90
		$39,542.87	$818.30	$40,361.17

Seggregation between cost of locomotives 101 and 105 and freight unobtainable, nor can contracts be located. Above figures are taken from ledger.

Contract price of locomotive 103 was $14,562.97, but this figure evidently included extra parts amounting to $920.37, which were charged to material and supply account.

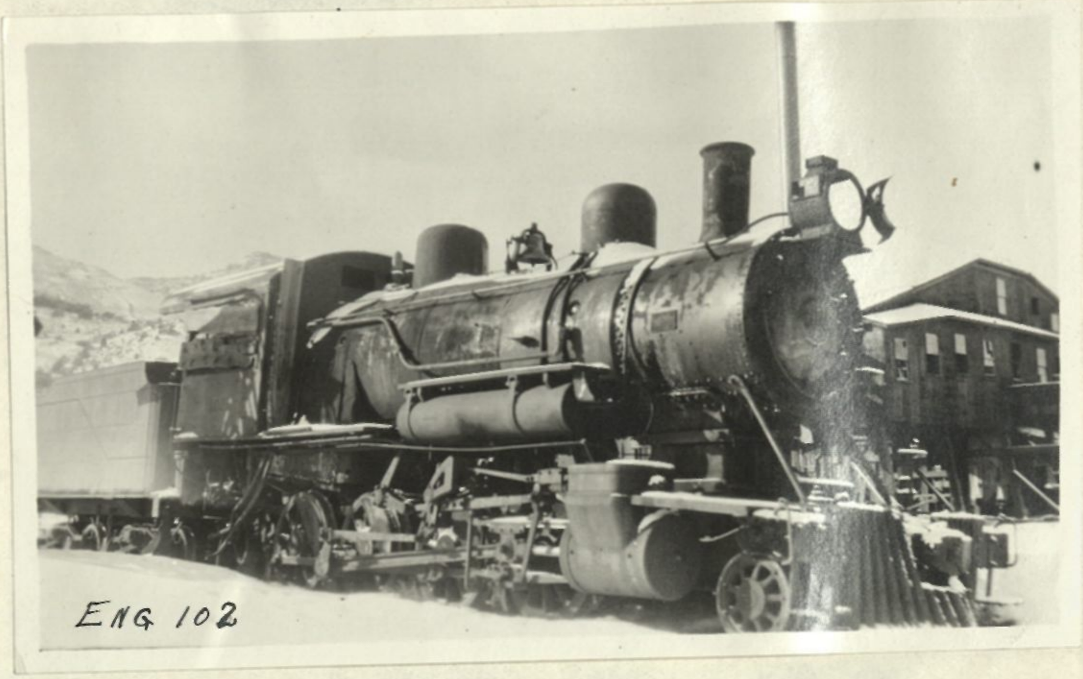
All Southern Utah locomotives were purchased from Lima Locomotive Works.

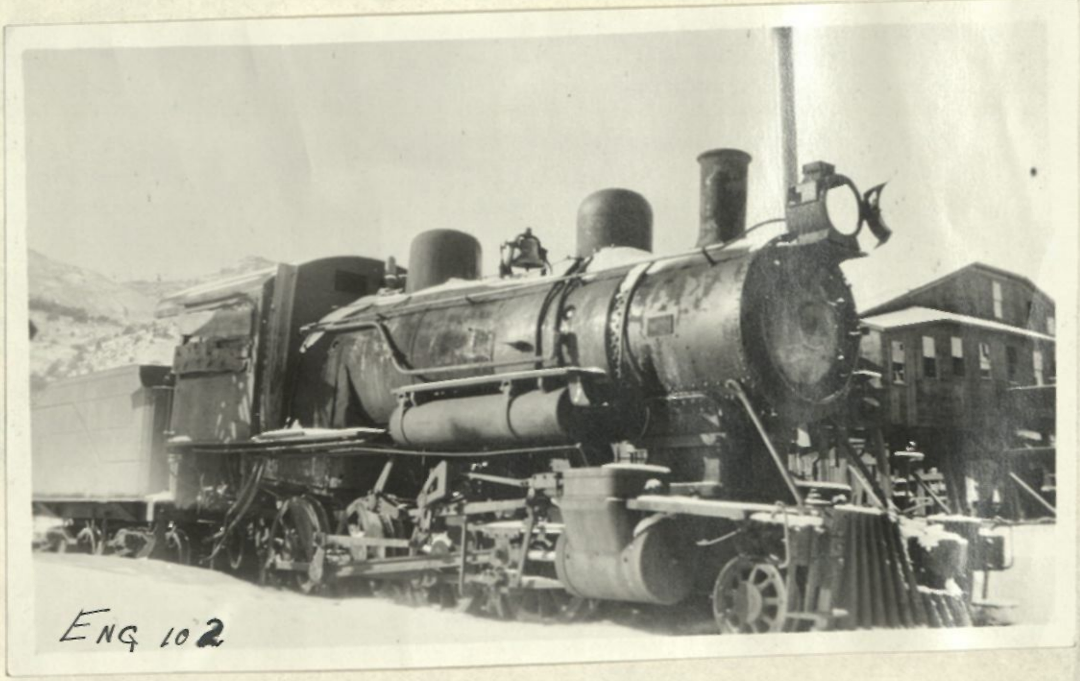
Castle Valley locomotives 101 and 103 were purchased from the Lima Locomotive works and 105 from Baldwin Locomotive Works.

Salt Lake City,
October 21st, 1914.

10-3-B-4 - EQUIPMENT: Locos.
Utah Ry. #2 (old S. U. #102).

File No 657





FORM NO. 138 C.P.CO.
BOILER FORM NO. 4

File No 657

Specification Card for Boiler No. 1127-SU102

Owned by Southern Utah Ry. Co. Railroad Company.

Operated by " " " " Railroad Company.

Builder Lima Loco Mach Co.

Builder's No. 1127.

When built 1910

Where built Lima Ohio

Type of boiler Ext wagon top

Material of boiler shell sheets Steel

Material of rivets Steel

Dome, where located ahead firebox

Grate area in sq. ft. 41.25 sq. ft.

Height of lowest reading of gauge glass above crown sheet 4"

Height of lowest gauge cock above crown sheet 4 3/4

Water-bar tubes, O. diam not used thickness

Arch tubes, O. diam. not used. thickness

Fire tubes, number 250

" " O. diam. 2" length 14'-0

Safety valves:

No.	Size.	Make.	Style.
2	3 1/2"	Kunkle	1-Plain 1 muffled.

Firebox stay bolts, O. diam 1" spaced 384 x 4"

Cumbustion chamber stay bolts, O. diam

" " " " spaced x

Crown stays, O. diam., top 1 1/8" bottom 1 5/32

" " spaced 3-6" x 384"

Crown-bar rivets, O. diam., top bottom

" " " spaced x

Water space at firebox ring, sides 4"

back 4" front 5"

Width of water space at sides of firebox measured at center line of boiler, front 6 1/2" back 7 1/2"

Shell sheets:

Front tube 1/2" thick.

1st course 5/8" " 61 1/8" I. diam.

2nd " 3/4 tapers 62 3/16 - 67"

3rd " 3/4 " 68 1/2" "

Mem.: When courses are not cylindrical give inside diameter at each end.

Firebox:

Thickness of sheets—

Tube 1/2" Crown 3/8" Side 3/8"

Door 3/8" Cumbustion chamber

Inside throat (if tube sheet is in two pieces)

External firebox:

Thickness of sheets—throat 3/4" back head 9/16"

Roof 9/16" sides 9/16"

Dome inside diam. 29"

Thickness of sheet 1/2" base 1/8" liner

Were you furnished with authentic records of the tests of materials used in boiler? no

Records on file in the office of the

of the Worthe Bros. Company

show that the lowest tensile strength of the sheets in the shell of this boiler is:

1st course pounds per sq. in.

2nd " " " " "

3rd " " " " "

Is boiler shell circular at all points? yes.

If shell is flattened, state location and amount

Are all parts thoroughly stayed? yes

Are dome and other openings sufficiently re-enforced?

Is boiler equipped with fusible plugs? no.

Make working sketch here or attach drawing of longitudinal and circumferential seams used in shell of boiler, indicating on which courses used, and give calculated efficiency of weakest longitudinal seam.

Boiler Seams as per
Blue Print. enlargement
of Specification Card.

[OVER]

12—468

The maximum stresses at the allowed working pressure were found by calculation to be as follows:

Stay bolts at root of thread 5342 lbs. per sq. in.
Stay bolts at reduced section .... " " " "
Crown stays or crown-bar rivets at root of thread or smallest section, top 4006 lbs. per sq. in.
Crown stays or crown-bar rivets at root of thread or smallest section, bottom 4006 lbs. per sq. in.

Round and rectangular braces 7449 lbs. per sq. in.
Gusset braces .... " " " "
Shearing stress on rivets 6895 " " " "
Tension on net section of plate in longitudinal seam of lowest efficiency, pounds per sq. in. 10538.

Dimensions and data taken from locomotive were furnished by H P Voss & Lima Loc Co
Data upon which above calculations were made were obtained from drawing No D 6837.
dated Dec. 19-1909 furnished by Lima Loc Mach. Company.

....
Mechanical Engineer.

State of .... }
County of .... } ss:

.... being duly sworn says that he is the officer who signed the foregoing specification, that he has satisfied himself of the correctness of the drawings and data used, has verified all of the calculations, and has examined the record of present condition of boiler dated .... and sworn to by inspector .... and believes that the design, construction, and condition of boiler No. .... renders it safe for a working pressure of .... pounds per square inch.

....
(Name of affiant)

Subscribed and sworn to before me
this .... day of ...., 191....

....
Notary Public.

Approved:
W B Rosse M.M.

10-3-B-4 - EQUIPMENT: Locos.
Utah Ry. #2 (old S. U. #102).